Buildings and Emergency Management of the Transportation Committee has jurisdiction over General Service Administration, GSA, activities and programs as the property manager for the Federal Government. GSA itself owns over 1,500 Federal buildings comprising over 175 million square feet of space. The agency leases another 7,100 buildings with a total rentable area of over 176 million square feet of space. Because GSA is a lease holder for the vast majority of office space controlled by the Federal Government, the agency can also have a pivotal role in energy conservation in the private sector as well.

According to a September 2006 Department of Energy report, the public and private building sector together account for an amazing 39 percent of total U.S. energy consumption, more than both the transportation and industry sectors. Even more surprising public and private sector buildings, like those under our jurisdiction, are responsible for 71 percent of U.S. electricity consumption. These buildings in the United States alone account for 9.8 percent of carbon dioxide emissions worldwide. U.S. buildings are responsible for nearly the same amount of carbon emissions as all sectors of the economies of Japan, France, and the United Kingdom combined.

The Federal Government is the world's single largest energy consumer and the most prolific in wasting energy in the world today. Yet, for years our Government has pursued and achieved energy savings that demonstrate that we are capable of moving with far greater results. Primary energy use by the Federal Government, for example, fell 13 percent during the past 20 years, with a 25 percent decrease in energy costs in real terms, despite a 27 percent increase in fuel prices in the U.S. in 2005. In this bill, we begin to build on these results.

Subtitle A of Title VI offers simple yet very effective measures to immediately effect energy consumption in Federal buildings. The title includes a provision to direct the Administrator of General Services to install in newly constructed or newly renovated Federal buildings energy efficient lighting fixtures and light bulbs. Further, it also directs the Administrator of General Services, in the course of routine maintenance of Federal buildings, to replace existing bulbs and fixtures with more energy efficient fixtures and bulbs.

Title VI also requires that GSA include in the prospectuses for construction or alteration, submitted to Congress for approval, information about building energy performance and renewable energy systems. This provision will enable the Transportation and Infrastructure Committee to examine anticipated energy consumption in new Federal buildings to make sure the buildings meet the highest standards possible.

Further Title VI authorizes the Administrator of GSA to sign utility contracts for not more than 30 years. This one provision will allow the GSA a longer time frame to hedge against increasing electricity prices in the market. The longstanding trend in electricity pricing is ever-increasing inflationary pressure as time advances. Thus a longer power purchase agreement, PPA, secures a fixed rate for a longer period and provides greater insulation against inflationary trends.

As a final provision, Title VI contains the language to authorize the installation of the photovoltaic wall at the Department of Energy headquarters building here on Independence Ave. and provides funding for this historic project from the Federal building fund at the General Services.

Subtitle C of Title VI deals with the Architect of the Capitol and authorizes the Architect of the Capitol to perform a feasibility study regarding the installation of a photovoltaic roof on the Rayburn House Office Building. Further Subtitle C authorizes the Architect to construct a fuel tank and pumping stations for E–85 fuel at or within close proximity of the Capitol grounds. The Architect is directed to include energy efficient measures and renewable energy in the Capitol Complex Master Plan and transmit a report to the Transportation and Infrastructure Committee on the energy efficient measures, climate mitigation measures, and other environmental measures included in the Master Plan.

Mr. OBERSTAR. Mr. Chairman, I rise in strong support of the amendment offered by Mr. HOYER. In particular, this Manager's package includes two provisions submitted as an amendment by the Committee on Transportation and Infrastructure: a provision to help maximize the energy efficiency of the Capitol Power Plant, CPP, and a provision to help expand intercity bus service. I thank the Speaker and the gentleman from Maryland for including these important enhancements to the bill.

This amendment requires the Architect of the Capitol to operate the steam boilers and the chiller plant at the Capitol Power Plant in the most efficient manner possible. Adopting these changes will reduce the carbon emissions and energy required to operate the building of the House of Representatives and result in cost savings for the American people.

This provision implements recommendations outlined in the final report on the ''Green the Capitol'' initiative, which was issued and submitted to Congress on June 21, 2007. The recommendations draw on the research conducted by the Department of Energy's Lawrence Berkley Laboratory, LBL, on the operating practices of the CPP. According to this research, operation of the House buildings was responsible for approximately 91,000 tons of Carbon Dioxide-Equivalent Emissions (CO_2–e) emissions in fiscal year 2006. This value is equivalent to the annual (CO_2–e) emissions of 17,200 cars.

The LBL study determined that the current CPP practices do not take into account operating differences by season. Specifically, the chilled water temperature could be raised in the winter when less cooling is needed and the steam pressure could be lowered in the summer when less heat is needed. The level of steam pressure could be lowered overall because energy needs in the buildings have decreased over time.

The estimated cost of fine-tuning the steam pressure used to supply House office buildings is approximately $10,000 and results in an annual savings of $417,000 per year. The costs of tuning the boilers could be recouped in direct energy savings in just 1 week. The anticipated costs for optimizing the chilled water distribution to the House office buildings is approximately $25,000 and could save about $340,000 annually. The costs of this effort could be recouped in direct energy savings in just 1 month.

The amendment also will require the Architect of the Capitol to ensure the accuracy of the steam and chilled water meters in the House office buildings as part of standard maintenance practice, to maximize energy efficiency.

These are small changes, but they stand to have a big impact on improving the energy efficiency of the Capitol Power Plant, and in turn, reduce the energy consumption required to operate House buildings. This amendment allows the Federal Government to lead by example in the promotion of energy efficiency.

The Manager's package also makes technical corrections to the section of the bill authorizing grants to improve public transportation services. The bill provides that grant funds are to be used either to reduce public transportation fares or to expand public transportation service in both urban and rural areas. However, current law authorizes intercity buses to provide public transportation services between rural areas in order to provide additional, meaningful transit services to those areas. Therefore, in order for the grant funds provided under this bill to be used for eligible purposes under current law, this technical amendment is needed to authorize intercity bus services as an eligible use of grant funds.

I strongly support this amendment and urge its adoption.

Mr. ALLEN. Mr. Chairman, if this Congress is serious about wanting to address the causes and consequences of climate change, then it is critical that we invest in the infrastructure we need to monitor and forecast that change.

Earlier this year I introduced H.R. 2342, The National Integrated Coastal and Ocean Observing System Act of 2007. This important legislation would create an integrated ocean observing, monitoring, and forecasting system, modeled after Maine's Gulf of Maine Ocean Observing System, that could save lives and billions of dollars annually.

I am pleased to announce that my bill has been included in this energy bill, H.R. 3221. I commend Speaker PELOSI and Chairman RAHALL of the Natural Resources Committee for their leadership and foresight in including this legislation to give all of our citizens tools that they need to plan for and adapt to global climate change.

In addition to monitoring and forecasting climate change, the Ocean Observing System would protect coastal communities and protect the economic interests of ocean-going industries like shipping and commercial fishing by improving warnings of tsunamis, hurricanes, coastal storms, El Niño events, and other natural hazards.

I applaud this and other climate change provisions in the bill and I urge my colleagues to support it.

Mr. PETRI. Mr. Chairman, I want to take this opportunity to highlight and express my support for a provision included in H.R. 3221 that would establish a solar demonstration project.

U.S. industry has begun to commercialize a number of devices such as solar light tubes, which use solar concentrators, reflectors and lenses, light fibers, and other technologies to direct natural light into buildings, tunnels and other enclosures to augment or replace light from traditional fixtures.

Sec. 4306 of this bill would establish a research and development program to provide